AROUND and ABOUT

News from Other Engineering Colleges

GORDON C. INSKEEP, Ch.E., III

In an interesting article appearing in **The Clemson Slipstick,** Dr. S. B. Earle, dean of the Clemson Engineering School, gives some sound advice to the bewildered engineering student of 1942. He admits that most students may expect a call to military service sooner or later, but until such a time, he advises students to devote themselves faithfully to the performance of their college work. He points out that there has never been a time when the engineer could render a greater service. The demands of army, navy and industry are so urgent that the government, working through the colleges, is training men along special lines to do the work normally done by the engineers. Dr. Earle advises students to remain cool in these times of stress and prepare themselves for the responsibilities that lie ahead.

Senior Chemical Engineering students at Colorado University are spending their entire winter quarter in a large sugar refinery in their state. The ten weeks period will be spent only in the practical applications with the exception of one three-hour course in principles of Chemical Engineering, which will be taught at the plant. The students will concentrate on test operations, and will investigate the flow of materials, heat and fluid flow problems, losses, and other difficulties ordinarily encountered in a large industrial sugar plant. This plan of instruction in the industrial plants was first introduced by The Massachusetts Institute of Technology, and it is being tried at Colorado University for the first time this year.

Iowa State College, along with many other colleges, is facing a slide rule shortage. An article appearing in a recent issue of **The Iowa Engineer** points out that the current shortage is not due to a shortage of materials, but due to a long overall manufacturing time which is required. It seems that it takes up to one year to properly season the wood for a slide rule, and another three months is necessary for the completed instrument. Recent demands from the war industries have been so great that the manufacturers have fallen behind on their orders. The University Bookstore on the campus here at Ohio State received an order of slide rules early last month after being without them during most of the autumn quarter.

The Journal of Engineering Education quotes some interesting figures on engineering college enrollment throughout the United States during the academic year 1940-1941. More students are preparing for a career in mechanical engineering than any other branch of engineering; chemical, electrical, and civil follow in that order. While over 28,000 students were enrolled in mechanical engineering curricula, only 730 students were taking ceramic engineering. The total engineering students reported enrolled during the year 1940-1941 was somewhat over 110,000.

Early in 1940, plans were approved for the construction of a combined flight and aircraft engine research laboratory at Purdue University. The flight research section, which was to be the first unit, is now nearing completion. This section houses an overhaul laboratory, an engine design room, a tool room, and a repair shop. Full scale as well as model airplanes are used in research work here. When the laboratory is fully completed Purdue will be able to offer one of the most thorough courses in aeronautical engineering in the country.

The department of engineering research at The University of Michigan has recently acquired an electron microscope. A microscope of this type has a magnification of 115,000 times and is used quite extensively in connection with researches in medicine, physics, chemistry and metallurgy.

The Oklahoma State Engineer tells the following story of construction work in the Belgian Congo. It seems that John Nowell, an engineer for the General Electric company, was sent to the Belgian Congo with instructions to build a large electric plant within the first 90 days. Of course it was necessary to ship all the materials from other places, and, on checking over the various crates, Nowell found that everything had been shipped with the exception of the vital dowel pins; not one single dowel pin was to be found on the site. Since it was too late to send for replacements, the engineer went to work and manufactured a new set of pins from scrap iron rods and with the unskilled native labor. He completed his job on schedule. Several months later a visitor to a half-savage tribe in the Congo found the men and women wearing a new type of nose ornament—you guessed it: each native was sporting one of John Nowell's missing dowel pins.

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